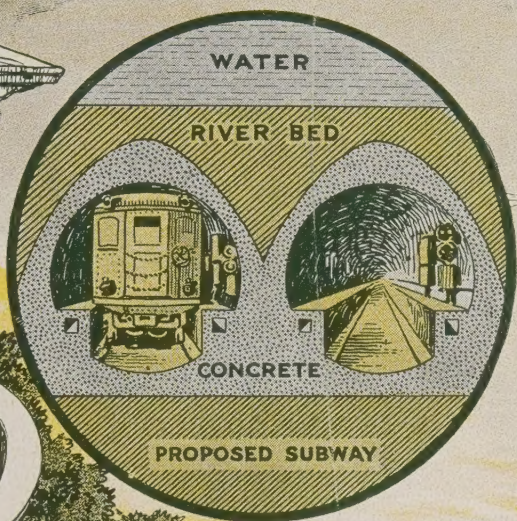
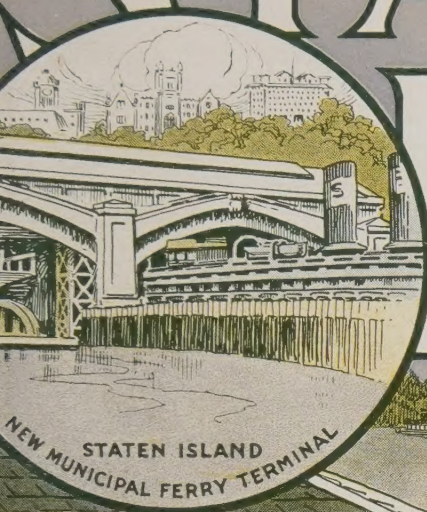


Paradelets. 1914 L177/78.2,3

STATEN ISLAND



ED BY
TEN ISLAND
BER OF COMMERCE

BOROUGH OF RICHMOND
NEW YORK CITY



Front View from Richmond Road, Concord

This estate of eleven acres is said to be one of the finest blocks of ground on the Richmond Turnpike, Staten Island's chief thoroughfare.

The top picture shows residence and elevation, the lower a beautifully sloping five acre meadow, now ready for development. An ideal spot for exceptional residential plots, as all New York City conveniences are now at hand—electricity, gas, water mains and sewers and double track street car lines direct to St. George Ferry in twelve minutes.

Consideration will be given to its disposal either as a whole or in plots. The owners are L. C. Butler and A. A. Matheson, 71 Wall Street, New York City.



Side View Showing Topography

Pyro Denatured Alcohol Stoves

Pyro (Denatured Alcohol) for Cooking



DENATURED ALCOHOL as a fuel for cooking, is absolutely clean, odorless, efficient and economical. As the combustion is perfect, there is no smoke, soot or ashes. By the use of proper appliances all kinds of food can be cooked rapidly and far more cheaply than with coal or other fuel. Many leading authorities on household economics have endorsed and recommended the use of denatured alcohol as a cooking fuel, the foremost of whom is Professor Charles S. Barnard, for many years an editor of the "Century Dictionary" and supervisor of the Housekeeping Experiment Station of Darien, Ct., who states that he considers denatured alcohol "the ideal domestic fuel for every American kitchen." We have on file thousands of testimonials from practical housekeepers and other satisfied customers.

Illustrations show a One Burner Domestic and One Burner Marine Alcohol Stoves. They are made with two and three Burners. Their main features are:

Easily and accurately regulated. Heat maintained absolutely uniform, making it the safest and most economical alcohol cooking stove for general use. Food cooked on it is free from disagreeable odor and taste encountered in oil or ordinary gas stove cooking.

We carry a line of portable ovens with glass doors, which give splendid results when used with PYRO STOVES.

MADE BY

Chas. D. Durkee & Co., Inc.

AT THEIR FACTORY

Grasmere, Borough of Richmond

New York City

New York Office: 2 and 3 South Street

PYRO DOMESTIC For the HOME

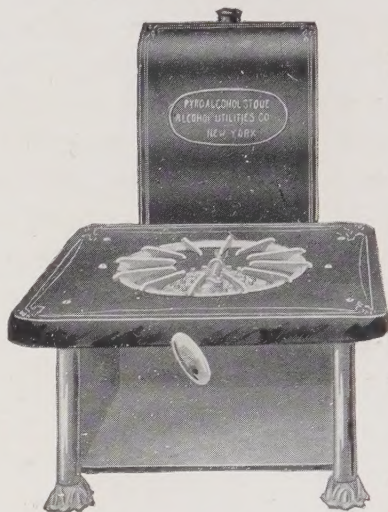


Fig. No. 940-G

ONE BURNER STOVE

Price.....\$4.00

Made of Pressed Steel Highly
Janned.

Plate Dimensions....11 x 14 in.
Weight9 lbs.

PYRO MARINE For the MOTOR BOAT

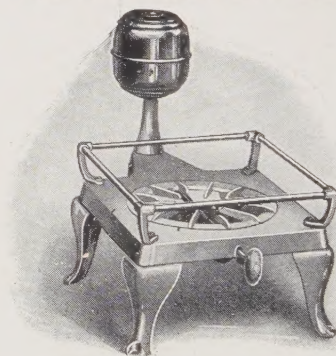


Fig. 940-V

ONE BURNER STOVE

Price.....\$5.50

Over all Dimensions.14 x 16 in.
Height14½ in.
Plate Dimensions.10½ x 10½ in.
WeightAbout 12 lbs.

Announcement

To My Friends on Staten Island:

Hats are my Specialty in Business. Free delivery anywhere on Staten Island is one of the pleasant details of this Business Specialty. For twenty-five years I have been in the Hat Business, and I ought to know stylish hats of quality by this time. I think I do know the right kinds of hats as well as I know Staten Island—and I have lived there all of my life. In my incoming lots are some of every good style—good quality—hats for the young man or for the old. Particularly, I have in stock now, for Early Birds, a limited number of real Panama Hats—my own importation—at \$15—and this figure is just \$10 less than you can buy the same quality hat for from the so-called fashionable hatter.

Cordially,

EDWARD W. PETELER

Hatter,

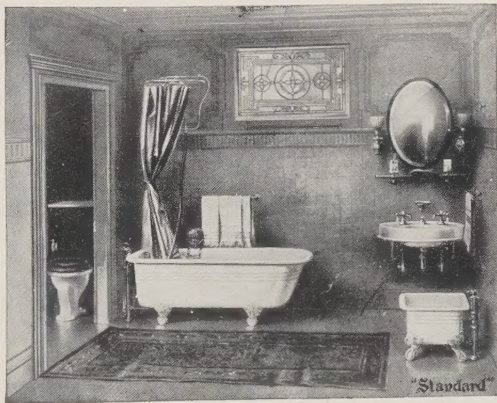
21 Whitehall St., New York City.

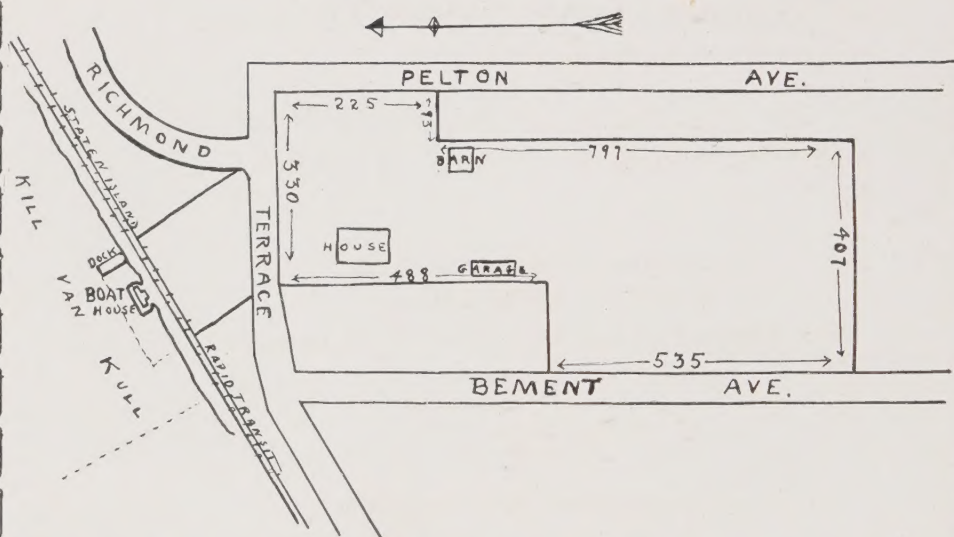
Charles A. Schleining

Located at 215 Canal St., Stapleton, Staten Island, Mr. Schleining operates a large establishment devoted to plumbing, steam and gas fitting and hot water heating. He probably does one of the largest and most exclusive businesses of its kind on Staten Island. Founded in 1900, it has grown steadily. Specialties of the firm are Gurney heaters and radiators and Standard Sanitary Manufacturing Company's plumbing fixtures. Partial list of his recent installations in Staten Island's finest homes and public buildings are:

Mr. William Horrmann, Mr. Louis Dejonge, Mr. E. W. Zentgrafe, Mr. Otto P. Heyn, Mr. John Detjens, Mr. D. Stengrafe, Mr. Henry A. Ahrens, Richmond Light and Railroad Office Building, The Lake View Home at Arrochar, Mr. Henry Kind, Mr. George H. Cisco, St. John's Parish House, The Smith Infirmary, Staten Island Academy, Concord School, Dr. Kruger, Mr. Carl Griesharber, Architect, and Mr. Otto Loeffler, Architect.

With the rapid growth of Staten Island, the building of many new homes and the extension of New York City water mains—in less than two years, furnishing Staten Islanders with Catskill Water—Mr. Schleining's business should show a still greater growth.





Residence, Grounds, Boat House, Dock
and Water Front of Eberhard Faber,
West New Brighton, Staten Island

ONE of the first great works in the World today is to point out to each man his individual opportunity to find for himself and his family a home wherein they may live in peace, in quietude and in plenty. For the flat-dwellers of Greater New York Staten Island offers every essential opportunity for such successful homemaking.

The many picturesque and beautiful views shown in this Magazine were taken by Mr. E. H. Seehusen, of West New Brighton, Staten Island—the colored pictures are reproduced from hand-tinted views belonging to Mr. Cornelius G. Kolff.

Suggestions by Mr. James P. McGovern, of the New York Bar.

The printing is by The Guide Printing and Publishing Company of Brooklyn, N. Y.

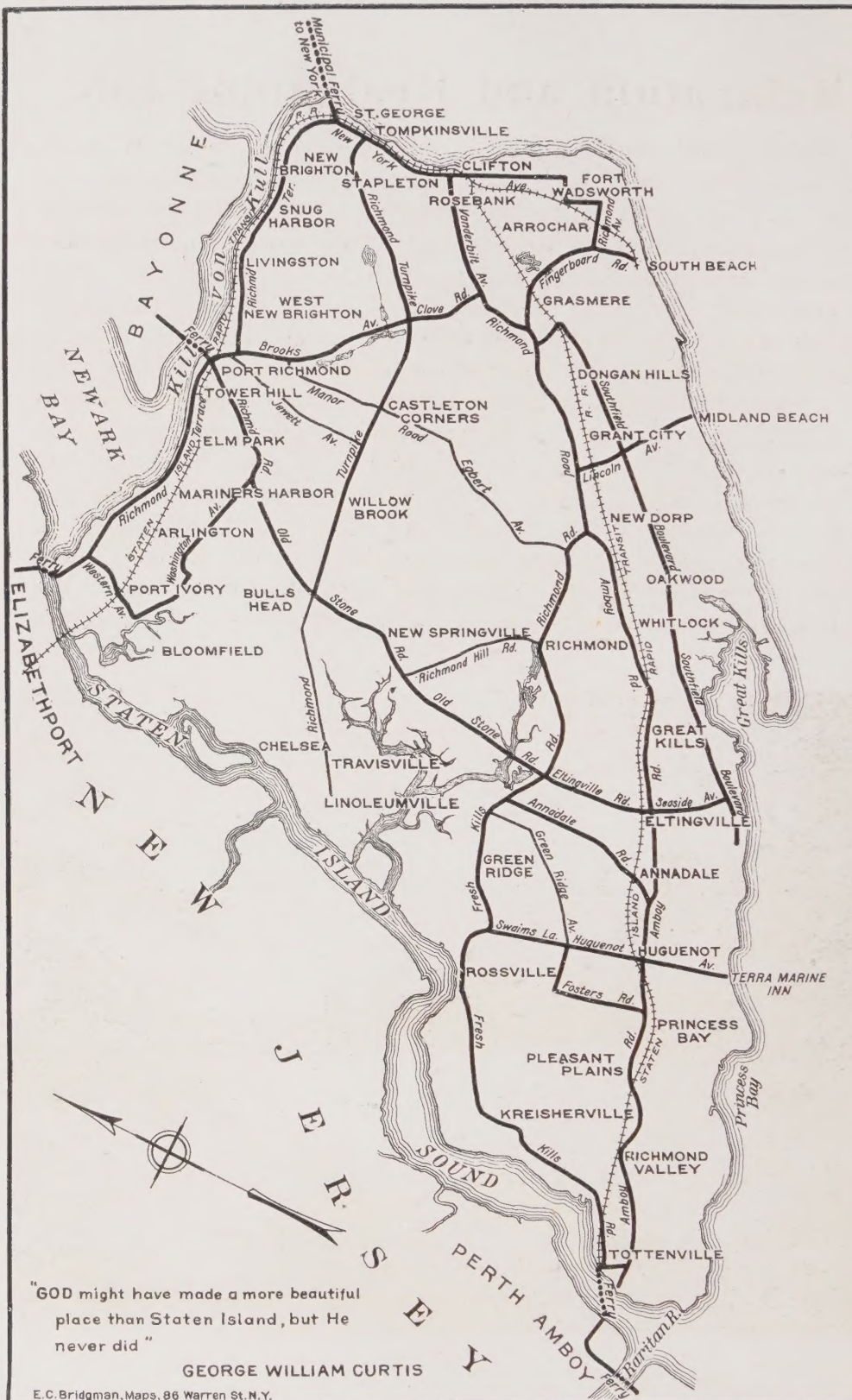
Compiled, Edited and Published by

DARBY RICHARDSON

For Staten Island Chamber of Commerce

Crabtree Building,
St. George, Staten Island,
Borough of Richmond,
New York City

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"GOD might have made a more beautiful place than Staten Island, but He never did"

GEORGE WILLIAM CURTIS

E.C. Bridgman, Maps, 86 Warren St. N.Y.

Map of Through Routes Across Staten Island

Relaxation and Real Home Life

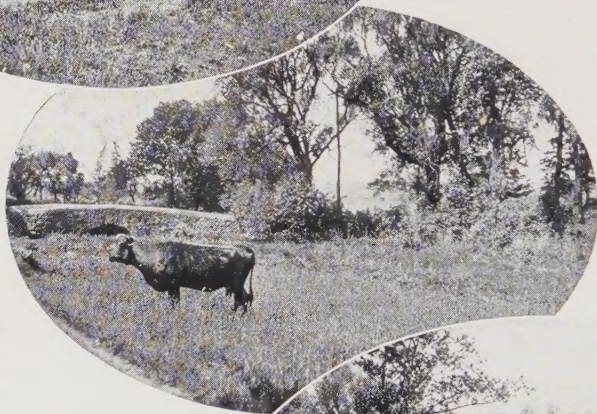
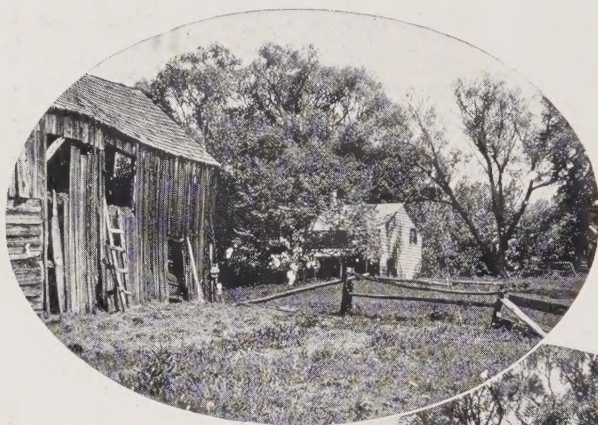
Staten Island, containing about 60 square miles, or 38,000 acres, and three times the size of Manhattan, is the largest yet the least known and inhabited of the five boroughs. It remains the undeveloped and unexploited portion of Greater New York, considered both from the residential and industrial viewpoints. Yet all its natural elements, and many of its existing improvements, would justify a population of home-dwellers running above the million mark and a vaster manufacturing, commercial and shipping center. One can buy acres for a homebuilding plot on Staten Island for what a few city lots cost in equally desirable sections of Westchester, Queens or New Jersey. Many—in fact, the overwhelming majority of New Yorkers—have never been on Staten Island. To them it is something far off and a long way distant. But really not so. The new Municipal Ferry makes trips practically every few minutes from the Battery, Manhattan to St. George—136 trips a day, with all night service. The distance is 5 miles and the actual running time is twenty-five minutes.



Arbutus Lake

The big new boats built by the City are the most commodious, best lighted and safest in the World. Every one gets a seat and a chance to read his paper quietly or enjoy an undisturbed chat with friend or neighbor. The moment one steps on the Boat to go home he relaxes and keeps on relaxing until he gets home. Then he relaxes completely.

Do you relax in the subway or "L" jam in which you are packed and squeezed half an hour or more while getting home? No, it is impossible for you to do so until you get home, and then if that



home is in an apartment you do not completely relax even there. It might be said that apartment house dwellers never fully relax both their minds and bodies except when they go to the seashore or mountains at vacation time.



Picturesque Neglected Farms

It's vacation time all the time on Staten Island. Build a home there, and you will begin to relax the minute you take your seat (and you always get a seat) on the new Municipal Ferry Boats. Complete relaxation is impossible in crowded Manhattan. Change of scene from city workshop to suburban home is a mighty good tonic for the

tired husband, and makes of him a healthier and pleasanter father, husband and friend.

A Hint to Daddy

Know Your Neighbors First, is sound advice to follow if you ever give consideration to your children's enforced associations in crowded Manhattan. It is the rock of wisdom on which to build your family's home. Do you personally know your next door apartment house neighbors and their children, or don't you care to know them? Are you willing to let your own children run wild in the streets of a great city with anybody's offspring?

Your city neighbors take no interest in your children and you do not bother your head about theirs. In any small town or suburban village your children mingle freely with others of the neighborhood. Each mother keeps a protecting eye not only on her own youngsters, but on everybody else with whom they come in contact. Kindly, gentle restraint completely surrounds each little one and all are growing up cleaner, better and more wholesome.

The value of a neighborhood and the joys of neighborliness will be yours if you move this year to Staten Island, where the yards are green, where the streets are clean, where your children may play the livelong day, and where



A Woodland View



Staten Island Dairy Cattle



Staten Island Is Heavily Wooded

living room walls; and when you step to the windows to close the shades upon the beautiful trees and lawns and reluctantly shut out for the night the pretty cottages of your neighbors, you may rest at peace in the midst of your healthy, happy family and on the morrow's dawn awaken to the same wholesome sight. The trees and grass will still surround you and your neighbor, you will walk with him perhaps a few minutes to the train and each step that you take will be in perfect time to the march of many others who, like yourself, have found the realities of suburban life to be brimful of health, of good character, of individuality, of absolute homelike freedom.

The moil and toil of your day's work done, your thoughts turn happily and proudly to your own front porch where the children will be "Waiting for Daddy." You don't dread the trip to Staten Island. No pushing, shoving, trampling "L" or subway mob to fight through for the chance to hang onto a strap half an hour or more. Instead a pleasant, quiet, comfortable twenty-five minutes in a roomy, clean, new Municipal Ferry Boat. Steam and trolley cars wait to take you speedily home.

Home again! How

your wife may sit comfortably on her own or her neighbor's veranda, sewing, reading or enjoying the morning or afternoon visit.

The sun will stream into every room in your home; there will be no dark bedroom, no dining room on areaway or narrow street; no unwelcome sounds of boisterous entertaining will penetrate your parlor or



Willow Brook Pond



A Turn of the Road

good it feels to have the children come tumbling out to meet you, the wife to stand in loving welcome at the open door. Surely it's a different atmosphere from the dark apartment with its chained and bolted door. It's springtime, it's summertime, it's lovely autumn, every window is open, the air in each room is the same and

your every breath is one of satisfaction. You are **living**, your work is well done, your wife is in splendid health, the children are strong and lusty. Is it worth while? And after dinner, Mr. and Mrs. Good-Friends, who live nearby, come in for a game of cards, perhaps, or to enjoy the music or to talk over the little things that are peculiarly a neighborhood's own. Evenings spent in happy intercourse with cultured neighbors, or mayhap alone—the glow and charm of the family circle, and such health giving walks as one may take, with mother and the children, on well paved, wide country roads, stopping now and then in front of some friend's home for a little chat.

The business life of a man may be nomadic, but the home that his wife and children live in should be a fixed abode, permanent if possible. If one moves year by year from one apartment into another, no **r e a l** old-fashioned home can be established or maintained. One cannot have affection for bare walls and a first-of-the-month landlord.

When you buy a plot and build a home on Staten Island, you become your own landlord. Your family no longer sleeps as in layers, with other families tier upon tier like prison cells, with about as much individ-



A Bit of Staten Island Flora, Amboy Road

uality as the cell inmates. Individuality! That is the keynote of a successful home.

The Summertime of Life

Youth is the Summertime of Life, and to Children, Country Outdoors is always Summertime. Rain or shine, warm weather or cold, children revel in the freedom of their limbs.

Give your little girls and boys the same chance you yourself enjoyed to romp, and scheme, and build outdoors. You can't do it living within the walls of a great city where the only outdoors is the sky-roof—narrow slits in the heavens—and the public streets.



**Terra Marine Inn—One of the Finest Resort Hotels
On Atlantic Coast—A Favorite Stopping
Place for Motorists**



Brady's Pond at Grasmere

Historical Staten Island

By EDWARD C. DELEVAN, Jr.

The earliest recorded settlement on Staten Island was that under Captain David Petersen deVries in 1639; this and later settlements were harassed by the Indians, until, in 1655, all of the remaining settlers were killed, captured or driven from the island and all their improvements were destroyed.



Old Billop House at Tottenville

Billiou, whose family, first established themselves near the Great Kill, sold that land to Daniel Lake; the latter conveyed the west half thereof to Joseph Holmes. The Lake House, built in 1786, was destroyed, but the family burying ground is still marked by the headstones on the south side of the Boulevard, about a quarter of a mile west of Guyon Avenue. The Holmes house still stands on the north side of the Boulevard, south-east of a knoll still recognizable as the site of the family burying ground.

A later settlement of the Billiou family was in the southwest angle of the Richmond and Old Town roads.

Jacques Guyon, of Isle de Pie, obtained from Governor Nicolls

In 1661, nineteen persons, "Dutch and French from the Palatinate," applied for land on Staten Island, and established a village later known as the Old Town, just southwest of the headland at the Narrows of the type of which Gravesend, Long Island, is a survival. The best known of these settlers was a Walloon by the name of Pierre



Old Vanderbilt House at Stapleton



Old Guyon House at Oakwood Heights

by John Staats for his son-in-law, Dominie Cornelius van Santvoord.

The old farm house at Stapleton, diagonally opposite the Richmond Borough Bank, was built by the Corsen family and sold to the father of Commodore Vanderbilt.



Old Governor Lyon House at Rossville

in 1664 a promise of land near the Great-Kill; grant was made to him by Governor Andres in 1675 and this was confirmed by Queen Anne to a James Guyon in 1708, said land later passing by descent through a female line from the Guyons to the Clarks.

The old Pelton House is said to have been built



Old Pelton House at West New Brighton

It was in the Billop House that the American Commissioners, Dr. Benjamin Franklin, John Adams and Edward Rutledge met on September 11th, 1776, Lord Howe, who had been commissioned by George Third and his Privy Council to treat with the revolted Colonies regarding the discontinuance of the war.

Staten Island's Industrial Development

By WILLIAM S. VAN CLIEF

President Staten Island Chamber of Commerce

The establishment of the Municipal Ferry at St. George, and the converging of all the transportation lines at that point, has had a greater effect in the upbuilding of Staten Island than any other factor. It

has brought about almost daily intercourse between the citizens of all parts of the Island and has been productive of a constant interchange of ideas and the creation of a new public spirit. The community has been wonderfully benefited and welded together as a homogeneous Borough by the obliteration of old village lines, and the limitations

of sectionalism are rapidly disappearing. A virile, aggressive, out-reaching community, as a result, is in the making.

Experience has shown that where an active public spirit is wanting the demands of individuals for improvements are only slowly met. It is usually after years of experience that a community realizes what a valuable asset an active commercial spirit is. Staten Island has awakened to this fact. This is especially apparent to those who may have been elsewhere for a few years and who on their return are amazed at the progress in almost every direction.

The St. George Ferry Terminal and its imposing approaches, the new Civic Center—comprising the Borough Hall and the Court House (now building), the Carnegie Library and other public buildings—are achievements which challenge admiration. First impressions are important in forming the opinion of a stranger vis-



Bridge Connecting Staten Island with New Jersey



Richmond Terrace Retaining Wall



Tompkinsville's Business Center

iting a community for the first time, and the great St. George improvements have the effect of producing a "Favorable first impression."

Historically interesting to remember is the fact that, somewhat to the west of the present St. George freight and passenger terminals, there is exposed at low tide what remains of a ferry-landing, the construction of which was attempted by Commodore Vanderbilt when he first desired to establish a regular steam-ferry between Staten Island and New York, but which he was obliged to abandon at that particular point owing to the strong currents which offered difficulties in landing at a time when steam navigation was still in its experimental stages.



A Business Street, New Brighton



A Business Street in Stapleton

It may be interesting to contemplate the amount of ferry traffic in those days in comparison with the present traffic of 15,000,000 passengers and 325,000 vehicles carried on the new Municipal Ferry between the Battery and St. George every year. If the old Commodore, optimist though he was, could be told that in 1913 a ferry between Elizabeth and Holland's Hook carried 800,000 passengers, that a ferry between Bergen Point and Port Richmond carried 750,000 passengers and that a ferry between Amboy and Tottenville carried 913,000 passengers and that annually there were carried 7,000,000 of passengers on the steam roads and 13,000,000 passengers on the trolley lines in this Borough, even Cornelius Vanderbilt would have reached the conclusion that his native Island had something to be proud of in the way of accomplishments.

Significant as these facts are to those who have watched the progress of Staten Island, the tremendous increase in the water borne traffic on the Kill Van Kull and the Staten Island Sound is another source of surprise when it is taken into consideration that the Federal records last year showed that 30,000,000 tons of freight at a value of \$515,000,000 were carried through this important part of New York Harbor.

Recognizing these facts, the Government is now increasing the depth of the navigable channel to 25 feet at mean low water and will ultimately increase this depth to 30 feet at mean low water with a proportionate widening of the channel.

Improvements like these are simply the forerunners of an era of development of the sections which they benefit. Thus we have seen, year by year, an increasing industrial development which benefits not



Stapleton from Grymes Hill

only the Borough of Richmond, itself, but the whole Port of New York, of which the Borough of Richmond with its large waterfronts is an important part.

When we observe ships from all parts of the World, including the Far East and South America, landing their cargoes on the great docks and warehouses at Tompkinsville, ever increasing in number, we commence to realize to what position Staten Island has been advanced and that the words of Erastus Wiman

t h a t
 "Staten
 Island
 is the
 place
 where the
 tonnage
 of a World
 meets the
 products
 of a Con-
 tinent,"



Bently Avenue, Tottenville

h a v e
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 nence of
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 cannot
 long be
 denied.

What Staten Island Needs

By LEWIS NIXON

Commissioner of Public Works, Borough of Richmond

Note—Mr. Nixon's views should not be construed as criticism of the present transportation facilities, but rather as an enthusiastic expression of the possible commercial development of Staten Island's entire waterfront.

No one questions the future of Staten Island. Within a great city adding at least a hundred thousand a year to its population, it is only a question of time when the flood of settlement will turn that way and its gain in population will then be enormous.

The problem confronting those charged with the administration of the local government therefore calls not only for policies affecting the present welfare but for foresight in planning for the future.

A glance at the map will show that while we have large areas available for residence and factory sites the transportation facilities are so undeveloped that such sites lie fallow or are used as truck and farm land.



Richmond Borough Hall at St. George

We have seen the wonderful growth of other sections of the greater city, stimulated by a comprehensive and efficient rapid transit system, serving all boroughs except Richmond.

Does this mean that development must wait upon our being included in this system? I think not. While a tremendous upbuilding will follow the extension of the subway system to Staten Island, its growth will be founded on its becoming self-contained. In my mind's eye I do not look to an ideal future of this great Island as being simply a sleeping place for a great mass of people carrying on their business or working in Manhattan.

Land is so held in the more densely populated sections of New York City that new factories mean such expense that there will be a lessened growth of such plants and a greater demand for good factory sites elsewhere.

The city as a whole does not want manufacturing establishments to leave the city and go to distant places. Staten Island has not only ideal locations for factory wharves and warehouses but it has ample land at low prices for cheap homes for operatives. We cannot get operatives working in manufacturing establishments in other boroughs to live on Staten Island, as it costs too much in time and money for them to get to work. Hence we must bring the work here.

While I know the desire for quick outside communication, it is to



Carnegie Library, St. George



Petticoat Lane, Near Tipperary Corners

our internal development that we must look for increase in population and land values.

Had we had a proper road leading along the water front from St. George to Rosebank, there would now be docks taking up the entire shore. Even while trucks must go up hill and down to get to the ferries, the use of such docks has begun and will grow rapidly. There should be some way to open a road even now.

The greatest need is a marginal railroad along the Kills and Staten Island Sound as far as Tottenville. One need only compare the cost of land across the Kills in New Jersey, where there are proper freight carrying facilities, with that on the Staten Island shore to see what such a service would do.

The shore front from the bridge down should be acquired by the city, opened up with long docks, with transverse dock cuts made, bulkheaded and leased for manufacturing and wharfage work, just as the docks in Manhattan are now. There would be a tremendous response in the way of manufacturing development that, with a marginal road to take care of the distribution, would soon fill this section with factories and houses.

It will be necessary to make a comprehensive study of this problem. How much the city can aid, no one can tell; but once understood it will not oppose development and may be of direct service.

We cannot expect to reap without sowing. Other communities offer inducements of substantial aid by reductions in taxes and otherwise. But these will be offset by the superior claims of Staten Island when we have linked up the localities in such a way that they are desirable in fact as well as in theory.

The extension of the present systems of transportation on the Island is very necessary. The Borough President has shown a dis-

position to take them by the hand instead of by the throat and with co-operation, which he stands ready to give, we may look for development that will aid new settlements instead of waiting for their growth unaided.

The wonderful advantages of the Kills are not being utilized to any adequate extent. The long haul of Westfield and Northfield products should be reduced, and the Borough President has been in almost daily conference to provide means by which better freight service may be had through the utilization of water carriage.

Staten Island wants rapid transit connection with the boroughs of the greater city.

It very much needs rapid transit throughout the Island and such extensions of the present trolley systems as can be obtained.

It should have the Stapleton Ferry restored in order that steamship lines may come to our shores.

The marginal railroad along the Kills and Staten Island Sound should be taken in hand by the commercial bodies at once, as no other one development will do so much for the Island. The development following the line from Port Ivory to Stapleton shows what would follow.

Rapid Transit On Staten Island and Subway Plans Reviewed

By TRAVIS H. WHITNEY

Secretary Public Service Commission, 1st District of New York

The Borough of Richmond enjoys (in connection with the new Municipal Ferry) the benefits of rapid transit by having two extensive systems of steam railroads. These are the lines of the Staten Island Rapid Transit Railway Company and the Staten Island Railway Company. In addition, there are many miles of electric railroad operated by the Richmond Light and Railroad Company and the Staten Island Midland Railway Company.

The lines of the Staten Island Rapid Transit Railway Company skirt the north and east shores of the island, while those of the Staten Island Railway Company extend across country from St. George on the east shore to Tottenville in the southwest corner of the island opposite Perth Amboy, New Jersey.

St. George as the principal landing place of the ferry lines from Manhattan, is the general starting point for railroad operations. The rapid transit divisions of the steam railroads extend from that point westwardly along the northern shore to Port Ivory and southerly along the eastern shore to Fort Wadsworth and South Beach. Port Ivory is five and eight-tenths miles from St. George, and the intervening stations on this line beginning at St. George are New Brighton, Sailors Snug Harbor, Livingston, West New Brighton, Port Richmond, Tower Hill, Elm Park, Mariners Harbor, Arlington.



Brooks Creek, West New Brighton



Actor's Home at West New Brighton

On the line to South Beach, which is four and one-tenth miles from St. George, the stations beginning at St. George are Tompkinsville, Stapleton, Clifton, Bachman's, Rosebank, Belair Road, Fort Wadsworth and Arrochar.

The Perth Amboy Division on the Staten Island Railway Company's lines is fourteen

and five-tenths miles long. The stations on this line beginning at St. George are Grasmere, Dongan Hills, Grant City, New Dorp, Oakwood Heights, Whitlock, Great Kills, Eltingville, Annadale, Huguenot Park, Princess Bay, Pleasant Plains, Richmond Valley and Atlantic.

On the rapid transit divisions the fares are five cents between all stations, and on the Perth Amboy Division the fares are graduated according to distance with very reasonable monthly commutation rates which include the ride over the new Municipal Ferry.

According to reports filed with the Public Service Commission, the Staten Island Railway, during the last fiscal year carried 2,201,977 revenue passengers, an increase of 84,343 over the previous year; The Staten Island Rapid Transit Company in the same year carried 4,434,359 revenue passengers, an increase of 90,358 over the previous year. The Staten Island Railway Company reports 300 and the Staten Island Rapid Transit Company 585 officers and employees, —the total compensation paid the former having been \$177,892-.84, and the total compensation paid the latter having been \$425,-209.38.

The two main trolley companies of the



Sailor's Snug Harbor

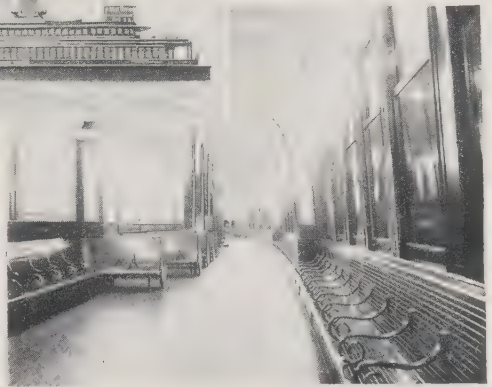


Main Cabin Upper Deck

Road. Cars on these lines carried 7,455,079 passengers during the last fiscal an annual increase of 221,727.

The Staten Island Midland Railway Company operates about eighteen miles of road and has lines from St. George to Richmond Turnpike and to Stuyvesant Place; also the following lines: Concord to Port Richmond, Stuyvesant Place to Richmond, Red Lane to Midland Beach, Broadway to Eckstein's Brewery. In the last fiscal year this company carried 5,940,075 revenue passengers, an increase of 257,578 for the year.

New Municipal Ferry Boat



Downstairs Ladies' Cabin



Pleasant Valley from Emerson Hill

At various times three different propositions have been discussed for rapid transit connections from Staten Island by tunnel. One of these is by tunnel directly from St. George to Battery, Manhattan, under New York Harbor, for a distance of upwards of four miles. The very high cost of construction, coupled with the impossibility of any short haul, makes this the least feasible of the suggestions.

The second suggestion has been a tunnel connection under the Kill in New Jersey, extending northward to a connection with the Hudson Manhattan tubes. The advantage of this route is that the tunnel would be the shortest of any of the propositions. In addition, the opportunity in Staten Island and New Jersey for a short haul business, would be the best. The difficulty of this suggestion is, however, that such a line extends into the two States, New Jersey and New York, making participation by the City a very difficult one.

The third suggestion is that the tunnel connection be made under the Narrows to the Fourth Avenue Subway in Brooklyn. The Dual Contracts executed on March 19, 1913, provide, among other things, for the operation of the so-called Fourth Avenue Subway extending to 86th Street, Brooklyn. In the contract with the New York Muni-



Staten Island Rapid Transit Passenger Station and Ferry Terminal at St. George. At This Point All Trains, Trolleys and Ferry Boats Arrive and Depart

cipal Railway Corporation (that is, the Brooklyn Rapid Transit Company), in describing the lines to be operated by that company there is included the following:

"Subdivision VII. A four-track underground railroad, beginning at a point in Fourth Avenue near 38th Street in the Borough of Brooklyn, where a connection can conveniently be made with Subdivision VI, and running thence southerly under Fourth Avenue to 65th Street (**where a connection can conveniently be made with an Extension to the Borough of Richmond and with the Sea Beach line of the Existing Railroads**) thence continuing southerly under Fourth Avenue as a two-track underground railroad to a point at or near 86th Street in the Borough of Brooklyn."

In anticipation of such a provision in the Dual Contracts, the Public Service Commission had, on June 17, 1912, laid out the so-called "67th Street, Brooklyn and Staten Island Route, Route No. 51." This route was approved by the Board of Estimate and Apportionment on July 11, 1912, and approved by the Mayor of the City of New York on July 16, 1912. The resolutions laying out this route describe it as follows:

A route lying wholly within the Boroughs of Brooklyn and Richmond, the centre line of which shall begin at a point in the Borough of Brooklyn under Fourth Avenue at or near the south side of 65th Street where a connection can conveniently be made with the Fourth Avenue Route as heretofore adopted and approved, and thence curving southwesterly under Fourth Avenue and public property to a point in public property in the block bounded by Fourth Avenue, Third Avenue, 66th Street and 67th Street, thence continuing westerly under public property in said block and under 67th Street to a point under 67th Street at or near the center line of Third Avenue; thence continuing westerly under and along 67th Street to Colonial Road to Owls Head Park; thence curving westerly and southwesterly under Owls Head Park and passing under



Brooks Dam, West New Brighton

and across Shore Road to a point under water front property about midway between 67th Street produced and 68th Street; thence continuing westerly under water front property and continuing still westerly under the Narrows to a point under water front property in the Borough of Richmond north of and near the foot of Arrietta Street; thence continuing still westerly under such water front property and under private property to a point in private property north of Arrietta Street and east of Stuyvesant Place, where the route will diverge into two branches. One of such branches shall curve northwesterly under private property, passing under the tracks of the South Shore Branch of the Staten Island Rapid Transit Railroad, to a point in Stuyvesant Place at or near Weiner Place; thence continuing in a general northerly direction under Stuyvesant Place and under public property in front of the Borough Hall and crossing diagonally under Jay Street to a point in private property on the east side of Jay Street near DeKalb Street; thence continuing northerly under such private property to a point therein where the road will emerge from the tunnel, and thence continuing still northerly in open cut through such property to a point therein where a connection can conveniently be made with the North Shore Branch of the Staten Island Rapid Transit Railroad. The other of such branches shall curve southwesterly under private property, passing under the tracks of the South Shore Branch of the Staten Island Rapid Transit Railroad, to a point in Arrietta Street at or near its intersection with Stuyvesant Place and Central Avenue; thence continuing in a general southerly direction under and across Arrietta Street and under and along Griffin Street near Minthorn Street; thence curving southeasterly under Griffin Street and Bay Street to a point in private property on the east side of Bay Street south of Minthorn Street; thence curving in a general southerly direction under such private property to a point therein where the road will emerge from the tunnel, and thence continuing still southerly in open cut through such property to a point therein where a connection can conveniently be made with the South Shore Branch of the Staten Island Rapid Transit Railroad."

In describing this route, the resolutions adopted by the Commission state that the entire route there shall be two tracks.

The Commission at the present time is devoting its energies to the preparation and letting of contracts for the construction of the lines included in the Dual System. The Staten Island Route and the final connections and extensions with existing lines will doubtless be among the first projects undertaken by the City.



In the Cool Shadows of the Woods

Staten Island Schools

By WILLIAM A. BOYLAN

District Superintendent for the Borough of Richmond

Every child of school age on Staten Island is receiving full-time instruction. There are no part-time classes in the Borough of Richmond.



Vanderbilt Farm

In this Borough there are twenty-three schools that have outdoor gardens. These gardens are cultivated and cared for by the pupils of the schools. Owing to the stimulus received in the schools in this direction, hundreds of children on the Island are cultivating home gardens.

Seventeen schools on the Island have shops. These work-shops are not merely places where the boys receive certain definitely graded lessons which are to lead eventually to skill in the use of tools and interpretation of work in drawing, but they are also places where the boy's interest is aroused and his delight in achievement is gratified by the construction of articles of im-



Curtis High School



Public School Building

mediate use in the school and in the home. In one school 257 articles were made for use in homes. In another school 234 articles were made for use in homes.

Great interest is taken in athletics. There are fifty-five athletic clubs for boys and girls connected with the schools of Staten Island. These comprise baseball clubs, basketball clubs, track clubs, folk dancing clubs, all-around athletic clubs and walking clubs. There are six walking clubs for girls alone, and these are constantly on the increase. Other clubs worthy of mention are: The Clean Club of P. S. 10, The Travel Club of P. S. 12, The Little Mothers, Club of P. S. 17, The Dramatic Club of P. S. 18, The German Club of P. S. 21, and the Orchestra of 11 pieces of P. S. 13.

Staten Island is distinguished for the number of parents' associations and mothers' clubs; seven of these hold monthly meetings, and the rest quarterly meetings.



St. Cuthbert's at South Beach—Built of Field Stone and Driftwood

The Curtis High School



Public School Building

The Curtis High School at New Brighton, named for George William Curtis, was completed in the Spring of 1903. It opened with an enrollment of about five hundred pupils. At present the school numbers 1,300, with a faculty of fifty-four. Besides the main building there are two annexes, one at Rosebank and one at Tottenville.

On the following page is presented a table giving the newcomer to Staten Island all necessary school data and statistics.

Elementary Schools, Borough of Richmond

Special Equipment

School	Location	Grades	Shop	Gymnasium	Cooking Room	Kindergarten	Average Monthly Register
1 Academy Pl., Tottenville		Kindergarten to 8B	*	*	*	*	634
2 Wiener St., Richmond Valley	}	" "	*		*	*	366
3 School St., Prince Bay		" "	*		*	*	224
4 Kreischerville		" "	*		*	*	125
5 Huguenot		1A to 7B					114
6 Rossville		1A to 8B		*			51
7 Greenridge		1A to 5B					388
8 Great Kills }	}	Kindergarten to 8B	*			*	57
9 New Dorp		1A to 5A					1,337
10 New Dorp		Kindergarten to 8B	*		*	*	815
11 Dongan Hills }	}	" "	*	*	*	*	1,194
12 Concord		" 6B	*		*	*	407
32 Stapleton		" 8B	*		*	*	706
13 Rosebank		" "	*	*	*	*	1,321
14 Stapleton		" "	*	*	*	*	1,237
15 Tompkinsville		" "	*	*	*	*	483
16 Tompkinsville		" "	*	*	*	*	1,112
17 New Brighthton		" "	*	*	*	*	663
18 West New Brighton		" "	*	*	*	*	165
19 West New Brighton		" "	*	*	*	*	846
20 Port Richmond		" "	*	*	*	*	83
21 Port Richmond		" "	*	*	*	*	15
22 Graniteville		1A to 6B					393
23 Mariners' Harbor		Kindergarten to 8B	*		*	*	54
24 Summerville		1A to 6A					89
25 Chelsea Rd., Bloomfield		1A to 4A					527
26 Linoleumville		Kindergarten to 8B	*	*	*	*	21
27 New Springville		1A to 5B					57
28 Center St., Richmond		1B to 7B					269
30 Fisk Ave., West New Brighton	}	Kindergarten to 8B	*		*	*	846
29 Manor Road, " " "		1A to 2B					83
31 Bogardus Corners		1A to 4B					15
33 Washington Ave., Grant City		Kindergarten to 6B	*		*	*	393
34 Fingerboard Rd., Rosebank		Kindergarten to 6B	*		*	*	54

Note—The asterisk (*) in columns under headings Shop, Gymnasium, Cooking Room and Kindergarten, means that the school has the special equipment so indicated.

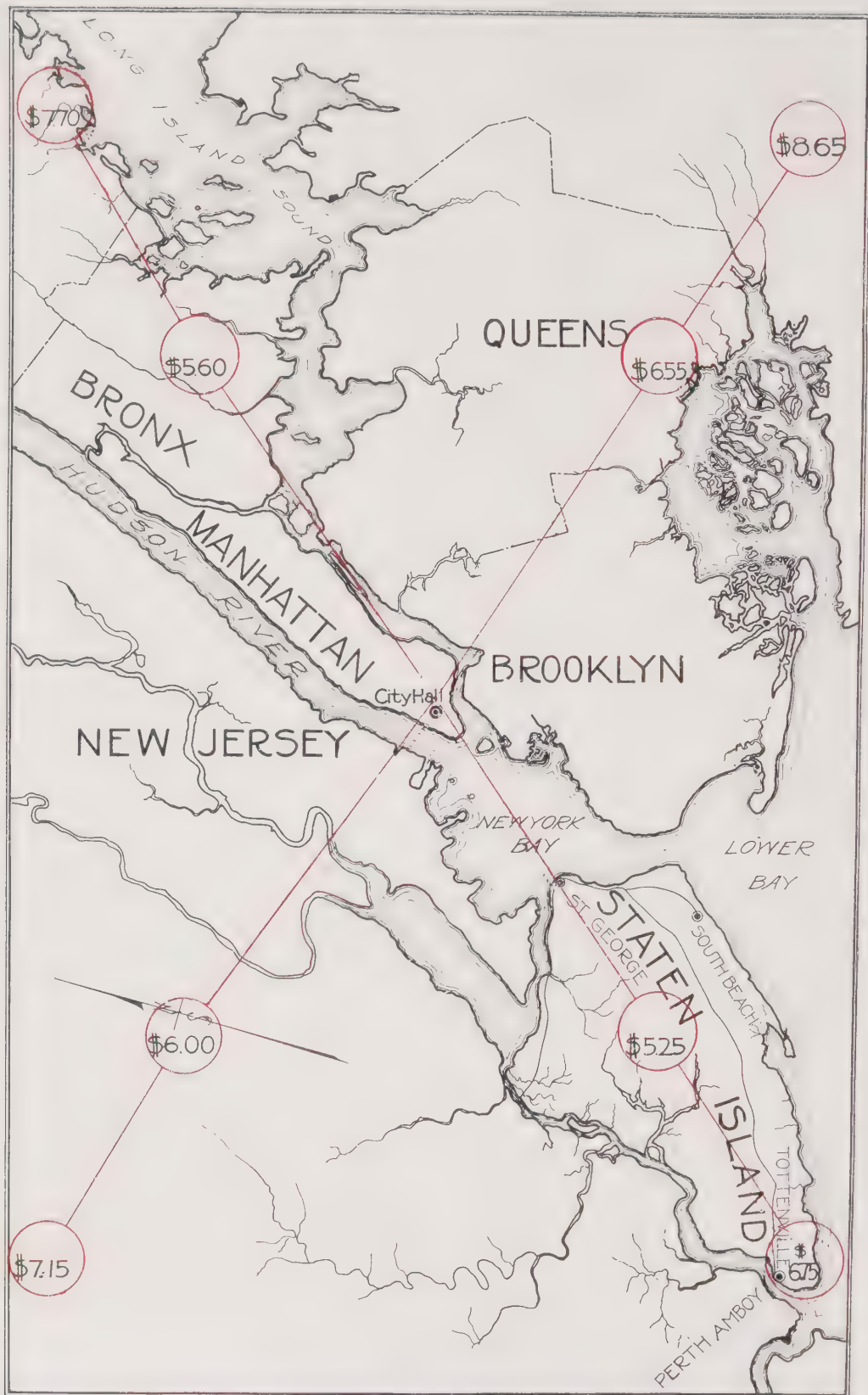
Evening Schools

Tottenville Evening Trade, Tottenville.

Curtis Evening High School, New Brighton.

Evening School No. 14, Stapleton.

Evening School No. 20, Port Richmond.



Commutation Rates in the Metropolitan Area

Staten Island As Seen by a Manhattan Business Man

Lest it be overshadowed by praise of its natural beauties let me speak a word for the practical side of Staten Island for the vast number doing business in Manhattan, but wanting to escape that congested centre in which to spend two-thirds of life devoted to the family and other pursuits than the gaining of a livelihood and who appreciates the joys of a detached cottage, a little garden, flowers and unlimited fresh air and sunshine. The five mile sail across one of the most beautiful bays of the world becomes one of the chief daily pleasures during all seasons of the year—large, comfortable and fast boats, an ever changing panorama of light and shade on land and water and an opportunity to read your paper in comfort instead of hanging on a strap in crowded subway or elevated trains. The ride to and from the ferry on trains of The Staten Island Rapid Transit is also quick, comfortable and cheap. Of the three lines radiating from St. George, the North and East Shore lines are on a uniform rate of five cents and the inland or Tottenville Division is on a graduated scale of rates with monthly commutation on a basis considerably lower than for similar distances in other territory contiguous to Manhattan, as is graphically indicated on the two color map printed herein, which compares commutation rates to points ten and fifteen miles from City Hall. Increased travel on the Tottenville Division has necessitated the addition of six trains, making fifty-two trains daily.



Mariners' Harbor View

No one place has all the advantages the diversity of human nature can desire, but Staten Island has a rare blend of all the necessary, and many of the merely desirable advantages, possessed by no other locality. Its insular geography and height above sea level—being the highest land on the Atlantic Coast from Maine to Florida—give it the exceptional drainage so indispensable to health and a magnificent view of the surrounding waters with their variety of shipping, including the great trans-Atlantic liners.

The investment feature of the locality should also make strong appeal. Land on Staten Island, either in building lots or larger tracts, can be secured at very reasonable prices and is bound to increase in value each year. Well selected home sites, in the territory restricted by natural conditions to residential uses, must increase in value as lands in all parts of the rapidly growing City of New York have increased in value and in many instances been the foundation of the vast fortunes of to-day.

Generously endowed by nature and rich in historic interests the Staten Island of to-day offers more inducements, better health conditions and larger opportunities to home seekers than any other similar locality in the Metropolitan District.

Staten Island's Streets, Highways and Sewers

By T. S. OXHOLM

Engineer In Charge, Bureau of Engineering Construction

The Borough of Richmond, or Staten Island, as it is more commonly known, was noted for a long period of time in its early history for the wretched character of its roads. They were so bad, in fact, that different communities of people had little acquaintance. As the villages on the north and east shores gradually developed, broken stone was placed on the principal streets and compacted by travel, repairs being made by adding more stone as necessity required. These were the conditions which existed up to 1891, when an act was passed by the Legislature of the State of New York, giving power to boards of supervisors to bond counties for the purpose of building macadamized roads, specifying in general terms the method of their construction. Under this and other later acts, permitting towns also to bond themselves for like purpose, there was expended, or put into contract form, previous to 1898, about \$2,000,000, covering the cost of about

200 miles of roads in this Borough.

These water bound macadam roadways were all built according to excellent



Building Good Roads

specifications prepared by competent engineers, skilled in the art of road building, and for this class



Oiled Macadam Boulevard



View of St. George from Ferry Terminal, Yards

of road they have not been improved upon to the present day. This great development on Staten Island caused it to become as widely known for the excellent character of its roads, as it was for their poor character formerly. After January 1st, 1898, (the date of consolidation with the City of New York), more permanent pavements were introduced through the liberality of the city-at-large in issuing bonds for this class of work known as "repaving bonds." Up to the present time, about \$3,000,000 has been spent in the construction of modern pavements, the principal thoroughfares of heavy traffic first having been attended to.

It was found that macadam pavements, no matter how well they

were constructed, or how carefully they were maintained, were inadequate for concentrated heavy traffic on business streets, and their gradual replacement by more permanent forms of pavement has improved the general appearance and character of those streets. The total amount of money voted for the



U. S. Lighthouse Headquarters in Foreground—Immense Modern Warehouses of American Dock Co. in Distance



Staten Island Rapid Transit Company in Foreground

Borough of Richmond by the Board of Estimate and Apportionment for the building of new streets and pavements, and which has been expended since January 1st, 1902, is \$4,500,000. Total yardage and mileage of pavements in use December 31st, 1913, shows:

Character	Square Yds.	Miles
Granite block.....	110,666	5.33
Medina block.....	6,794	0.32
Sheet asphalt.....	6,444	0.44
Block ".....	106,115	5.78
Vitrified brick.....	93,308	4.97
Wood block.....	148,492	7.23
Iron slag.....	48,505	2.06
Bituminous concrete.....	280,576	19.33
Concrete pavement.....	6,912	0.38
Bituminous macadam.....	283,610	21.22
Macadam "A".....	1,421,799	147.59
Macadam "B".....	120,119	13.25
	2,663,340	227.90
Total mileage of earth roads in use....		90.81
" " " roads " " " "		318.71

Sewers, while out of sight and little thought of by the average person, play fully as important a part in the scheme of living as do pavements. Twelve years ago there were no sewers on Staten Island large enough to take any stormwater from our streets, though there were many miles of good sanitary sewers in existence used solely to remove house sewage.

There were numerous culverts and outlets at all the low points along the shore roads to lead the water from the hills off to the Kills and Bay during storms, and the keeping in repair and cleaning of these was a considerable item of expense. Most of them have been done away with by the building of intercepting sewers along the low level roads with an occasional outlet determined by the drainage area being served. Most of these have been built as combined sewers, that is to safely remove both house sewage, and stormwater collected by street basins.

The needs of the present have been met and provision made for future growth, as all construction has been made permanent and the sizes of sewers computed for at least a generation to come. One of the principal causes of expense in building sewers in Richmond Borough has been the lack of ownership by the City of the streets out to the Pierhead line. In almost every instance when it was necessary to build an outlet, the land first had to be condemned.

Total Mileage of Sewers in Use

Character	In Use on Jan. 1, 1914 (Miles)
Pipe sewers.....	76.16
Brick, concrete, etc.....	16.30
Total.....	92.46

The United States Government, City officials and Civic bodies of New York and adjoining cities are taking up actively the pollution of the harbor by sewage. It is stated that the upper harbor is now a huge septic tank with six or more feet of putrescent sewage on the bottom. An experimental sewage disposal station has been erected and is in operation on the property owned by the City back of the West New Brighton Destructor, foot of Taylor Street. The effort here will be to determine how little purification is necessary in order that fish life can be maintained in the Bay; and also economical methods of removing the sludge, which

is usually a large expense. The total sum of money voted for the Borough of Richmond by the Board of Estimate and Apportionment for sewer construction, and expended since January 1st, 1902, is \$2,000,000.



Bungalows by the Sea

Sanitary Work On Staten Island

By DR. J. T. SPRAGUE
Assistant Sanitary Superintendent

Staten Island's elevation makes it an ideal locality from a sanitary point of view. There is thorough, natural and continual drainage from all sides. This prevents stagnant pools of water. The soil is of a pervious character, which allows rapid absorption.



Lemon Creek, Princess Bay

On the southerly and westerly shores of Staten Island are large areas of marsh lands. In years gone by they were a great source of annoyance, being prolific in propagating the mosquito. Early after consolidation of Staten Island with Greater New York, Dr. Alvah H. Doty, Health Commissioner of the Port of New York had an elaborate survey made of these entire meadows. He then obtained the money and men to undertake the work of draining these extensive meadows. They are now ditched through their entire course and are so completely dried up that the salt hay is easily harvested. Mosquitoes—at one time Staten Island's greatest drawback—are now positively exterminated. The Department of Health has kept a gang of men on the inland constantly oiling the mosquito breeding ponds and pools which are not accessible or possible to drain. It may be safely said that both the salt water mosquito and malarial mosquito are exterminated in this locality. During the past two or three years we have not had a case of malarial fever reported to this department. There has been no typhoid fever developed on Staten Island for a number of years.

The water supply is kept under observation by the Department of Health and samples are taken every week and sent to the Laboratory for chemical and bacteriological analyses. The water is pure and of

good quality, derived from driven artesian wells and pumped directly through the mains.

There is a complete sewage system of the most modern type, and at present there are no houses along the lines of these public sewers which are not properly connected. Privy vaults and cesspools, heretofore such a menace to public health, are things of the past.

The roads are of hard macadam surface; curbed and guttered streets drain into



The Old Way

large public storm water sewers and prevent the accumulation and stagnation of water in street gutters throughout the entire Borough. This

sewage system is continued to low water mark—thus preventing the accumulation of sewage along Staten Island beaches and water front.

No outbreak of contagious or epidemic diseases of any kind has ever occurred on Staten Island.

The Department of Health exerts every effort to maintain a suitable and efficient inspection of all public school children as well as of private schools. This has been one of the most effective means of preventing the dissemination of contagious diseases.

Infant mortality and general mortality in the Borough of Richmond are less than in any other County in the State of New York.

Garbage Disposal Plant



The New Way

Catskill Water for Staten Island

By ORRIN L. BRODIE

Assistant Designing Engineer, Board of Water Supply

The reservoir, at Silver Lake, now under construction and to be completed by the latter part of 1916, will be the southern terminal of the new Catskill Aqueduct that will ultimately supply the five boroughs of New York City with 500,000,000 gallons of water daily in addition to its present supply. Of this, about 12,000,000 gallons will be the daily share of the Borough of Richmond.



Farm at New Springville

The great storage basin, the Ashokan Reservoir in the Catskills, 127 miles away along the aqueduct route, will be capable of holding 300,000,000,000 gallons of water with its highest water level 590 feet above mean sea level. The full reservoir level of Silver Lake Reservoir, about twenty-five feet above the level of water in the old Silver Lake, will be slightly over 360 feet lower than the Ashokan level and will hold, full, about 435,000,000 gallons. This, however, would supply the entire island for, perhaps, a month. Any one of those 500,000,000 gallons of water will travel for about three days in flowing down from the Ashokan to the City, along the aqueduct that skirts the hills, pierces mountains in tunnel, plunges down shafts hundreds of feet deep to pass beneath river valleys, finally entering the City Tunnel that is anywhere from 200 to over 700 feet below the streets of Manhattan.

Although the city aqueduct tunnel, proper, ends in the Borough of Brooklyn, our gallon of water, now one of the 12,000,000, will be carried under the Narrows in New York Harbor in a thirty-six inch pipe and up Richmond Turnpike to the Silver Lake Reservoir.



Ashokan Dam

The area of this terminal reservoir (fifty-six acres) will equal, nearly, the area of the old Silver Lake Park, and will be about four times that of the old Silver Lake. It will comprise the combined water surface of two basins, one, the South Basin, occupied by the old lake and the other, the North Basin, in the valley to the North. These will be formed by a system of

dikes, with a gate house in between the two basins, controlling the flow to and from the reservoir and between the basins. Connecting roads, traversing the line of dikes, together with other projected landscape treatment will preserve and develop the park features of the site.

The assured supply of soft, potable Catskill water will then supplant the existing supplies for the entire island, and provide for ample fire protection and all domestic and business uses. The twin basins of the reservoir will permit of either being shut down, emptied and cleaned, while the other continues in operation, or the entire reservoir may be cut out and the Island directly supplied from the Narrows; or in case occasion should arise to cut off this direct supply, the reservoir could serve during such suspension of flow from the Narrows. Catskill water could serve Staten Island at the completion of the Narrows pipe crossing even before Silver Lake Reservoir is ready.



Excavating Silver Lake



Silver Lake Reservoir

As the entire Catskill system is a gravity system, *i. e.*, the flow is maintained without pumping due to the high level of the source, so the entire Island below the final level of the reservoir may be similarly served; but higher ground, such as the Grymes Hill and Hart Park sections, etc., will be reached by some pumping from the reservoir to stand pipes or small auxiliary reservoirs at the higher elevations.



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Real Estate, Insurance, Mortgage Loans

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STATEN ISLAND, N. Y.

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TOMPKINSVILLE 357

Staten Island Fair

The "only County Fair in Greater New York" is one of Staten Island's established institutions. Organized in 1905 in a spirit of local patriotism and civic pride, it has exerted a strong influence in the breaking down of old village lines, overcoming sectional prejudices and developing borough unity.

The County Fair has an important mission anywhere, but especially in New York City which, within a very restricted area, contains five-eighths of the population of the entire State. Here are five million people to interest in the products of hand, brain and heart. Its magic stimulus has converted many a front yard into flowering bowers and neglected back spaces into productive usefulness. But the Fair aims higher than this. It has departments of domestic science, fine arts, culture and industry, and its horse show is one of the Island's great social features.

The thirty-acre grounds are overlooking easily reached by both train and trolley, and the Annual runs for five days ending is always a memorable gathering of Borough and City Officials, old friends from near and far, and thousands of visitors from other boroughs and adjacent country. The Staten Island Fair is a notable institution with a fine record of work accomplished and still in the first youth of its possibilities.

The Fair Grounds are located on the lines of the Staten Island Rapid Transit Company and of the Richmond Light and Railroad Company.



Beautiful Arrochar

When the early Dutch and Huguenot settlers decided to select homesites for themselves on Staten Island their choice as the most attractive and desirable location fell upon what is now known as Arrochar.

This early settlement was known as the "Dorp," as distinguished from the "New Dorp" subsequently founded. The original settlement was referred to as "Oude Dorp" or "Old Town," and the road



The Lily Pond

leading from the New Dorp to the Old Town was called the "Old Town Road."

It was at the country-seat of the Attorney-General of the New Netherlands, in the section of the present Arrochar, that the cause for the "Peach War" with the Aquehongan Indians was given. The Attorney-General discovered a squaw stealing a peach in his garden one morning and shot her dead, with the result that an Indian War was started by the squaw's tribe.

During the early part of the 19th Century a large number of wealthy New York people, desiring to purchase for themselves homes within easy reach of the fast-growing Metropolis, again selected the section which in former years had borne the name of Oude Dorp for



Residence of Wilhelm Knauth

a settlement of summer homes. Such well-known families as the Townsends, the Lulings, the Aspinwalls, the Appletons, the Alexandres and other well-known members of the aristocracy of New York established homes there.

Within recent years a new set of men prominent in the business world of the City of New York have recognized, what the generations who preceded them al-

ready knew, namely, that Arrochar—so named after the ancestral house of the eminent jurist, W. W. MacFarland, and now occupied by Mr. Wilhelm Knauth—is one of the most attractive residential sections around New York.

With the benefit of Southern exposure Arrochar has the advantage of a mild winter and a cool summer and is with justice and propriety frequently referred to as the "Riviera of New York Harbor."

The remnant of some of the beautiful woods—probably the same that greeted Hendrick Hudson when he approached the Island in the year 1609—gives the old section a park-like appearance.

The soil is sandy in character, thus assuring absolutely healthful conditions.

Owing to enterprise and excellent judgment, coupled with large expenditures, a neighborhood has been created which offers every possible advantage to those



Residence of A. Lincoln Eglinton



Residence of John W. Curtis

of the nearby beaches. The Clifton Tennis Club at Arrochar, the Clifton Boat Club at Clifton, other clubs and associations for social advancement, churches of different denominations and schools are in close proximity.

Nearly all of the homes at Arrochar are owned by the occupants and are surrounded by ample grounds. Some of the accompanying pictures, both of the residences and scenery, will give a proper idea of the neighborhood.

Arrochar is directly reached from the downtown business section of New York by means of the new Municipal Ferry from the Battery to St. George and thence by steam or trolley cars. The total actual time on both ferry and car is only forty-five minutes. The fare is ten cents each way, and this includes both ferry and steam or trolley car.

With the view of assuring the permanence of the desirable residential features of Arrochar the owners of property there, guided largely by the advice of the Arrochar Property Owners' Association, are imposing restrictions

in search of a home section which, while easily accessible from Manhattan's downtown business section, still offers a certain degree of privacy, seclusion and high-grade surroundings.

Most of the sites command a view of the Lower Bay of New York and Sandy Hook and of the Atlantic Ocean in the distance.

Those fond of sailing, boating, fishing or sea-bathing have the benefit



Residence of B. N. Exton



Residence of Julius Pepper

on the property which will be recognized as proper and welcomed by all who wish to surround themselves with safeguards against undesirable encroachments.

Two Improvement Associations in Arrochar have been formed to protect and improve the community and to sell plots only to desirable homeseekers. Anyone who is interested may communicate with either Mr. A. Lincoln Eglinton,

President of the Arrochar Improvement Company, or Mr. B. N. Exton, Secretary of the Arrochar Park Protective Association or with any real estate agent. Mr. Wilhelm Knauth is the largest property owner in North Arrochar and he is offering a number of highly restricted attractive building plots to desirable parties through his agent Cornelius G. Kolff, Crabtree Building, St. George, Staten Island or 45 Broadway, New York City.



Residence of David Elder, from Architect's Drawing

Durkee Manor, at Grasmere

What has been written about Arrochar is properly and abundantly true in all essential particulars of Durkee Manor. Here the elevation is commanding and the slopes of the pretty lake are inviting for home construction. One may boat and swim and fish at Durkee Manor and the ocean waters in the vicinity. In fact at Brady's Pond, at Durkee Manor and Grasmere, the waters have been profusely stocked with pickerel, bass and other game fish, taken from Silver Lake for this purpose—Silver Lake now being excavated for the Staten Island-Catskill Water Supply.



Lake View at Durkee Manor

The Durkee Manor Realty Company has already constructed nearly a score of highclass residences, illustrations showing several of which appear on this page. Durkee Manor is only about thirty-five minutes by Municipal Ferry and Staten Island Rapid Transit from South Ferry Terminal. The Manor's railroad station is Grasmere. The monthly commutation is less than ten cents a day each way, and there are fifty trains a day. This is really one of Staten Island's most desirable neighborhoods in which to buy a plot and build a residence or better-class bungalow. Neary every environ and transportation facility is to be had; here one is but a short ride to the city and yet in real country, with variety of woodland and lake attractions.

The president of the Durkee Manor Realty Company is Mr. Charles D. Durkee, of No. 2 South Street, Manhattan, and of Durkee Manor, Grasmere, Staten Island.



Lake View at Durkee Manor

The Bonaire Apartment



THE BONAIRE APARTMENT
STATEN ISLAND, N.Y.

FREDERICK PUTNAM PLATT
ARCHITECT

The Bonaire is Staten Island's newest and most conveniently located apartment house.

Situated on one of the best avenues in the high-class residential neighborhood of St. George, surrounded by attractive homes, adjacent to and overlooking Carnegie Library and Park, convenient to Churches of several denominations, private and public schools, stores, etc., with two trolley lines passing corner a little more than one hundred feet from front entrance.

About one block from and less than five minutes' walk to the Municipal Ferry, with the best and most reliable service in the country, with a twenty minute delightful sail across the Harbor of New York, thus affording a pleasant, healthful and regular means of transportation without any over-

crowding on a fifteen to thirty minute schedule and an all night service for a five cent fare.

All the advantages of an Ideal Suburban Home for business men can be enjoyed on Staten Island, beautiful country roads, Golf and Country Clubs, Boating, Fishing and Bathing are all of easy access by trolley, motor or train.

The view from this exclusive apartment is unobstructed and affords a grand panorama, extending as far as the eye can reach, from the Cathedral Spires of Elizabeth, New Jersey, to the Woolworth Tower in Manhattan, along the Brooklyn shore, and from Coney Island to Sandy Hook, an unbroken vista of over twenty-five miles.

Building is of brick covered with white stucco artistically constructed and conveniently arranged to accommodate large and small families, with all the modern comforts and refinements of a private house.

Apartments containing three, five and seven rooms each with kitchen and bath are so designed that every room has direct light and air. Special and individual conveniences above the ordinary include parquet floors, shower baths, wall safes for jewelry, etc., sanitary garbage receptacles in kitchen, hot water supply, complete laundry with drying room in basement in addition to tubs in kitchen, all of which can only be appreciated by a personal inspection of the premises, which can be made by applying to the Renting Agents.

"For accessibility—exclusive surroundings—first class accommodations—location and view, there is nothing to equal this Apartment in Greater New York."

The Stuyvesant



Stuyvesant Place is the second Street on the Hill above St. George and 3 minutes from the Ferry to New York. The delightful sail across the Bay takes 25 Minutes. The view of New York Harbor is unsurpassed. The Stuyvesant is the boarding residence of prominent Statent Islanders, and downtown Manhattan professional and business men also find it convenient. Appointments of The Stuyvesant are modern. The spacious lawn, roomy porches and roof-garden give one the feeling of really

living in the country—yet almost in the heart of New York. The address is 136 Stuyvesant Place, St. George, Staten Island, and the Telephone Number is Tompkinsville, 194. The Stuyvesant is owned and managed by Mr. and Mrs. John May.

CORNELIUS G. KOLFF

**STATEN ISLAND
REAL ESTATE**

**Sales Department
Renting Department
Management of Properties**

**Auction Sales
Appraisals
Insurance**

CORNELIUS G. KOLFF

**45 Broadway
New York**

**Crabtree Bldg.
St. George, S. I.**

Staten Island's Fine Beaches

What are the wild waves saying? Down at Midland, South and New Dorp Beaches, less than an hour from Manhattan, they are calling you to come and play with them, to run and roll on the sands, to forget that the day is full of work and worry, that it is hot and dusty. For there the good old salt air braces you up—is pure and refreshing. You and your kiddies can have heaps of fun, and you are benefited by the day's outing. Better still, stop at one of the hotels for a few days, or hire a bungalow and invite your friends to share the sea with you. "Don't be a



On the Sands at
Midland Beach



Bathing at Midland Beach

Goop always," as Gelett Burgess says, "don't be a Goop!"

Midland Beach, one of New York City's prominent sea-side resorts, will be opened for the

season on May 25th, and the management is now in a position to take care of excursion parties.

This Beach is noted for its cleanliness and the refined conduct of its visitors. It is exceptionally adapted to and attractive for children's excursions. All the favorite amusements will be found, such as the Old Mill, Scenic Railway, Carousel, Barrel of Fun, Tickler, Roller Skating Rink, Free Band Concerts, &c., &c.; besides excellent fishing for those who enjoy that sport. The Pier, extending 2,000 feet out into the ocean, is one of the longest on the Atlantic Coast.

Midland Beach affords among the finest and safest bathing in this part of the country. It is reached by Staten Island Ferry from foot of Whitehall St., Manhattan, and a five cent trolley ride takes you through the most picturesque part of Staten Island, in less than an hour.

The Richmond Hotel

The Richmond Hotel at Midland Beach is of Colonial architecture, and the big white pillars of the wide piazza stand like sentinels before the Boardwalk. Thronged with gay parties of automobilists, bathers and other seaside pleasure seekers leisurely enjoying one of the Richmond's famous shore dinners or a la carte repast, listening to the strains of the Summer Orchestra—"This is the life," as the boys sing.

Evening at Midland Beach is delightful, and many who come but to spend the day or early evening need little coaxing to remain over night. An early train or trolley takes you back to St. George Ferry in good time for the city's work again.

The Richmond is newly painted and decorated this season and should have its biggest year under the guidance of Mr. Oscar Schneider. Mr. Schneider has been at Midland Beach for many years, operating the Cafe Restaurant under the Scenic Railroad.



Richmond Hotel, Midland Beach

The hotel is right on the Boardwalk in the center of things, and its two large dining rooms are usually taxed to capacity, though Mr. Schneider somehow succeeds in placing all who come and satisfying their gastronomic desires. The tables are tastefully arranged, the cuisine appeals, the service politely given and the charges most reasonable. The guest rooms catch the ocean breezes, and one could not wish for more enjoyable sleeping quarters. Much could be written of the delights of this ocean-side resort, but after all one must really go and try it out for himself.

Munger's-On-the-Beach Hotel, New Dorp

Munger's-on-the-Beach New Dorp Beach Hotel is a part of New Dorp Beach, which adjoins Midland Beach. It is an ideal spot to spend a quiet vacation. The new fireproof hotel, located directly on the Beach, contains large light rooms, with baths and electric lights. Special attention is given to automobile parties. The cuisine is excellent. Boating, bathing, fishing, baseball grounds, field sports and the 1,200 foot Pier insure a variety of pleasures.

Munger's is easily reached by ferry from the Battery to St. George,



Munger's-On-the-Beach Hotel, at New Dorp

or from Brooklyn by the Bay Ridge Ferry. From St. George the train or trolley takes you quickly to New Dorp.

Fine bungalow sites are for sale here. Plots cost only from \$160 upwards. The Latham Improvement Corporation, Long Acre Building, Broadway and Forty-Second Street, Manhattan, telephone Bryant 6946—or the Company's office at the Beach, telephone New Dorp 338—will give full particulars if one calls, writes or telephones.

South Beach

South Beach, which has been rightly named the "Atlantic City of New York," is an ideal resort at which you can enjoy a day's outing or spend a vacation. Situated on the south shore of Staten Island, within easy access of New York, Brooklyn and New Jersey. Directly



South Beach in Springtime—Cleaning up for the Season

on the ocean, it has one of the best sea-side locations in the United States.

Adjoining Fort Wadsworth, the immense coast defense and military reservation on which the Government has expended millions of dollars, South Beach extends for two miles along the ocean, with a splendid wide board-walk running the whole length of the Beach, from which an unexcelled marine view can be had.

To pleasure seekers South Beach offers any and all kinds of amusement. Forms of entertainment for its visitors are varied, and include Scenic Railways, Virginia Reels, Carousels, Theatres, Vaudeville, Moving Pictures, Dancing Pavilions, etc.

The Bathing of South Beach is one of the leading features. The Beach is one of the safest and best bathing locations on the Atlantic Ocean, the gradual slope of the smooth, clean, sandy beach making

bathing
conditions
ideal.
The bath-
houses are
equipped
in a most



Nunley's Casino



Miller's Hotel and
Bathing Pavilion

modern and sani-
having every
care and comfort



Chas. Walch's
Bathing Pavilion

tary manner,
appliance for the
of bathers, and



Peter Bessi's Hotel and Restaurant

several of
the bath-
ing estab-
lishments
rank in
size and
conveni-



L. Tirelli's Restaurant

ences with the largest on the coast. South Beach has numerous Hotels and Restaurants where the vacationist or visitor can be accommodated; and while the standard of quality and service is excellent, the rates and charges are reasonable.

Band Concerts are given daily at different points along the Board-Walk by some of the best known musical organizations.

South Beach has several large Bungalow Colonies, the residents of which number thousands, and the attractive and well kept Bungalows are one of the sights of the Beach.

A trip to South Beach from any point in Manhattan, Brooklyn or the Bronx is full of interest and varied scenery. Take any Elevated, Subway or Trolley to South Ferry, from which point the splendid boats of the Municipal Ferry run to St. George, Staten Island, in twenty-five minutes, affording a magnificent view of New York Bay

and Harbor. At St. George there is both train and trolley connection direct to South Beach, both lines running along the New York Narrows, then around Fort Wadsworth, giving a fine view of these beautiful waterways and landscapes. The time of transit from St. George to South Beach is fifteen minutes. Fare from South Ferry to South Beach is Ten Cents.



Happyland Park

From New Jersey, the Elizabethport Ferry connects at Port Richmond with Trolley direct to South Beach. The fare from Port Richmond to South Beach is Five Cents.



Famous Fishing Grounds at Great Kills

Staten Island's Street Railways

St. George, the Staten Island terminus of the Municipal Ferry operating from Whitehall Street, Manhattan, is also the terminus of the trolley cars of the two electric railways, the Richmond Light and Railroad and the Staten Island Midland Railway. From St. George trolley cars may be taken for many beautiful and interesting places on the Island.

The Elizabethport Ferry car runs along the bank of the Kill von Kull, a distance of 7.06 miles to Holland Hook, where connection may be made with a ferry to Elizabethport, N. J., across the Arthur Kill. This line operates through New Brighton; Snug Harbor, where is located the famous Sailors' Snug Harbor, a home for aged seamen; Livingston, where the large power station of the trolley company is located, and from which all the electric lighting and power service for the entire Borough of Richmond is furnished, as well as power for the trolley cars; then through West New Brighton; Port Richmond, from which point a ferry operates to Bayonne, N. J.; and Mariners' Harbor to Holland Hook. Several large ship yards and other manufacturing concerns have their plants along this line, it being particularly adapted for manufacturing purposes owing to the water front and before many years elapse all the vacant frontage will be turned over to factories and ship yards.

The South Beach trolley from St. George runs through Tompkinsville, Stapleton, Clifton, Rosebank and Fort Wadsworth to South Beach, one of the most popular bathing beaches in the vicinity of New York, and if one cares for Shore Dinners, South Beach is the place to get them.

Midland Beach, known as the "clean resort," is another bathing beach of which Staten Island is justly proud. It is reached by two routes via the Midland Railway: At St. George, the trolley connects with the ferry from New York; and at Port Richmond, connecting with the Ferry from Bayonne.

Old Richmond, on the main line of the Staten Island Midland Railway, a distance of 7.94 miles "over the hills," is well worth a visit. It is the County Seat of Richmond County. The old Court House and County Clerk's office, the plot in which the last of the Huguenots are buried, and St. Andrew's Church, dating back before the Revolutionary War, are some of the interesting places. On the trip to Richmond the cars pass the Moravian Cemetery, where the tomb of the Vanderbilts is located. A little further on the Black Horse Tavern, a Revolutionary relic, is passed. Many old houses are scattered

among the very many new, magnificent country homes. This portion of Staten Island is growing very rapidly, several large tracts of land having been laid out in lots within the past few years.

Almost any of the branch lines of trolleys—Castleton Avenue, Silver Lake, Concord, and the rest, operate through country such as few who are not acquainted with it, realize can still be found within the limits of Greater New York.

The Richmond Light and Railroad furnishes all the electric service for the Island, lighting the streets and country roads with thousands of arc and tungsten lamps and furnishing electricity for home, store and factory lighting, and power for the many uses to which electricity can be put. The power plant of this Company has been almost entirely rebuilt, larger units and everything which goes to make up good service has been installed.

The only other Electric Road on Staten Island is known as the Southfield Beach Railroad and operates, over private right of way, between Midland and South Beach, furnishing a convenient connecting link so visitors may see both Beaches easily on one trip.



Terminal Station, Richmond Light and Railroad Co.



General View of Port Ivory Factories

Proctor & Gamble

The growth of Proctor & Gamble's Factory shows that the locality was well chosen.

Several years ago Proctor & Gamble Company of Cincinnati, after a careful analysis of New York factory locations chose Staten Island as the best place for its prospective large Eastern Plant, and in 1906 Port Ivory, named in honor of the Company's premier product, Ivory Soap, was established at Howland's Hook on the Kill von Kull. The plant has grown steadily and rapidly in both capacity and number of persons employed. The latest improvement which has been announced is the enlargement of the Soap Chip Department which will, when completed, have double the capacity of the present plant. The nature of the business and the policy of the Company keep the big factory running continually on full time, and at present over seven hundred employees are finding employment, and over Eight Thousand Dollars a week is being expended by the Company in wages—most of this sum being spent on Staten Island.

EMPLOYEES PROFIT SHARING PLAN.—A large percentage of the employees at Port Ivory are stockholders in the Company. Every employee of good standing is given the opportunity of acquiring stock, and of paying for same by installments as his income permits.

The Proctor & Gamble idea of sharing profits with employees originated in the year 1887 and has evolved into a standard for profit sharing systems. It is based upon the idea of enabling the individual employee to help himself; of rousing his ambition for self improvement, rather than of putting the system upon the charity or social welfare basis. It is furthermore, a strictly business proposition between the Company and its employees. The Company realizes that it increases the efficiency of its men and attracts to its organization a high type of employees. The employee is guaranteed by the Company against loss through decline in the market value of the stock. He receives in addition to his stock dividends; profit sharing dividends of from 16 to 24 per cent. per annum upon his wages. These dividends are applied first toward full payment for the stock and afterward are paid to the employee in cash.



View of Port Ivory's Busy Dock

EMPLOYEES INSURANCE PLAN.—Each employee is offered a Life Insurance policy for an amount not to exceed his annual salary. As an example—if an employee is earning Fifteen Hundred Dollars per year, he is given a policy for Fifteen Hundred Dollars worth of insurance at an annual cost of less than Four Dollars per thousand. This makes it possible for all employees to carry life insurance—many of whom could not carry it except at the low rate offered by the Company. H. M. Thayer, Superintendent of the Port Ivory Plant, states that undoubtedly the profit-sharing plan, the insurance plan, the fact that the factory is well located and that there has been steady work for the men has formed a combination to make for a high standard of employee and this combination accounts to a large degree for the healthy growth of the factory.

The Port Ivory location affords excellent shipping facilities, for not only is there rail connection with the Staten Island Rapid Transit Railway but the large dock is within the free lighterage limits of New York Harbor. Direct connection is thus had with any railroad or steamship line entering



One of the Bright Airy Workrooms Where Young Women Are Employed



View of Port Ivory's Busy Dock

New York. The Company owns and operates four miles of railroad track and two switching locomotives. Its dock is equipped with a float bridge, so that shipment can be made by car-float as well as by lighter. These are unusual terminal facilities—but they are, nevertheless, severely taxed in shipping the products of the big factory at Port Ivory and receiving the enormous amount of raw material which goes into these products.

The Port Ivory property includes eighty-five acres of land, and the large group of buildings contains a total floor area of over twelve acres, which will soon be increased.

Telephone 400 West Brighton

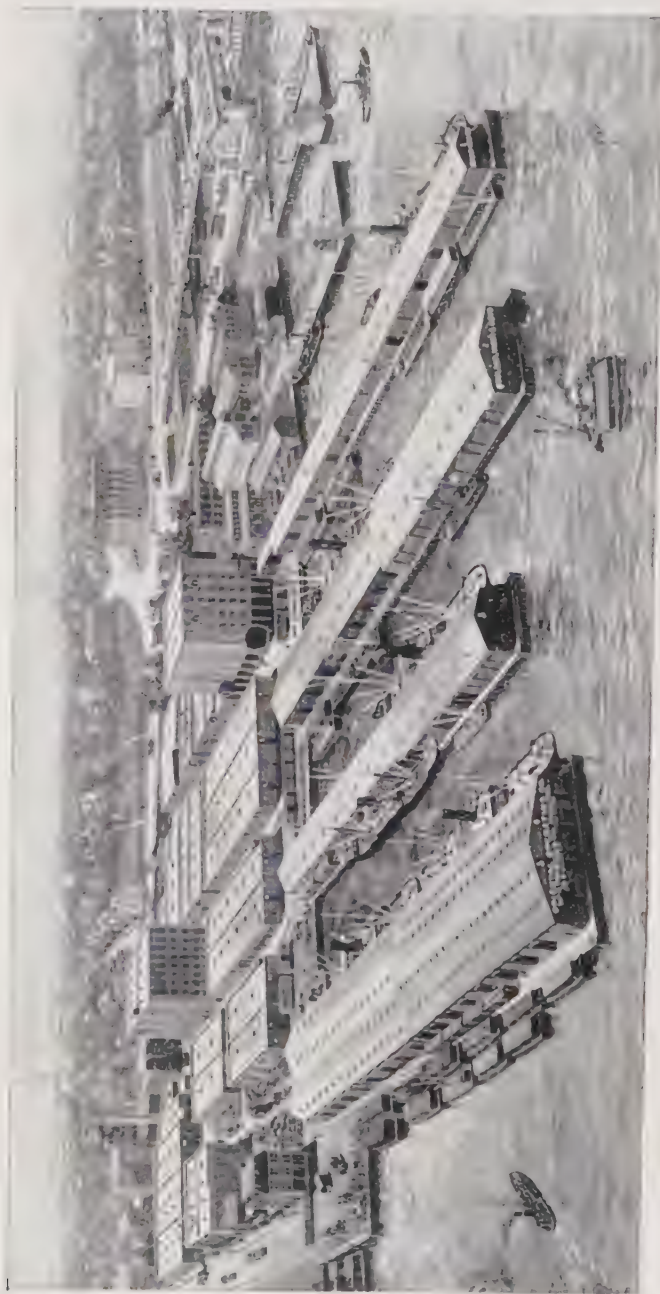
WILLIAM S. VAN CLIEF
LUMBER AND TIMBER

**Port Richmond
West Brighton
Pleasant Plain**

**PORT RICHMOND,
NEW YORK**

AMERICAN DOCK COMPANY

AMERICAN DOCK TERMINAL



Tompkinsville, Staten Island, City and Port of New York

AMERICAN DOCK COMPANY

AMERICAN DOCK COMPANY



The American Dock Terminal offers many advantages for ideal storage of general merchandise, and one of the most helpful features to Shippers and Receivers of cargo at this Terminal is the all rail connection, whereby merchandise is shipped direct into cars without extra handling or cartage.

This is the only Terminal in the City of New York having Direct All Rail Connection, independent of Float System.



AMERICAN DOCK COMPANY

Rubsam & Horrmann Brewing Co.

The growth of this Company's business to its present large dimensions would seem to indicate that a great many Staten Islanders of home-loving propensities were not only fond of good brews but that the one best to their liking is made on their own Island.

The specialty of the firm is its own bottled beers. The brands are: Pilsener, Wurtzberger, Standard Bavarian and Premium. The annual output of these special brands, bottled at the factory brewery, has increased heavily from year to year. The beers are bottled by the newest and most improved machinery and thoroughly sterilized. They are brewed under the highest hygienic conditions, fermented and properly aged in glass enameled lined steel tanks and drawn from Government steel tanks directly into the bottles, so that the air hardly comes into contact with the beer at all. Cleanliness and sanitary arrangements are perfect. The water is furnished by three artesian wells. The bottling department employs thirty-five men, ten teams and several automobile trucks. A large quantity of beer is exported, to the West Indies, South America and as far as West Africa.

Beer in Bottle should be kept out of the direct sunlight, and no more bottles should be taken out of the retainer than may be needed for



immediate use. The special brands named of Rubsam & Horrmann will keep sweet and in fine condition indefinitely, and they can be served directly from the ice because they retain their fine lustre at all times. Rubsam & Horrmann allow no outside bottlers to put up their beers, but instead all bottling is done under the personal supervision of its own experts at the Brewery. The bottling department of the Rubsam & Horrmann Atlantic Brewery is one of the finest and most up-to-date in America.

The Rubsam & Horrmann Brewing Company has been a powerful auxiliary to the progress of Richmond Borough. The plant covers an area of between three and four acres, on which are erected a number of brick buildings of two, three, four and five stories. Machinery and methods reflect the very latest improvements and some 120 hands are employed. Their beers bear an enviable reputation for purity and fine flavor, being brewed from the best grades of malt and hops. A very large and rapidly increasing business is controlled, covering Greater New York and New Jersey. The Atlantic Brewery operated by this



concern is now one of the largest in the East. This enterprise was founded in 1870 by August Horrmann and Joseph Rubsam and was later incorporated under New York State laws. Mr. August Horrmann, for many years president of the company, died in 1900, and was one of the progressive spirits of the Borough. He was born in Germany, and entered the banking business. In 1870 he established the brewery, Mr. Rubsam having the practical knowledge of brewing while Mr. Horrmann looked after finances. He was highly esteemed and was genial and unassuming in his manners; kind, considerate and charitable his advice being sought in matters of moment by men in all lines of business. He was president of the Staten Island Savings Bank and was trustee of the village of Edgewater. The company now is managed by Wm. Horrmann, president; Charles Horrmann, vice-president and treasurer, and Theodore L. Hermann, secretary.



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C. W. HUNT CO., INC.

West New Brighton,

New York

Among the most important industrial establishments on the North Shore are C. W. Hunt Company, Inc., at West New Brighton. Their business is manufacturing machinery for handling and transporting coal and other materials, including narrow gauge "Industrial" Railways, Storage Battery Industrial Trucks, Electric Locomotives, Steam and Electric Hoisting Machinery, etc., and was organized by the late Charles Wallace Hunt in 1872 and incorporated in 1886.

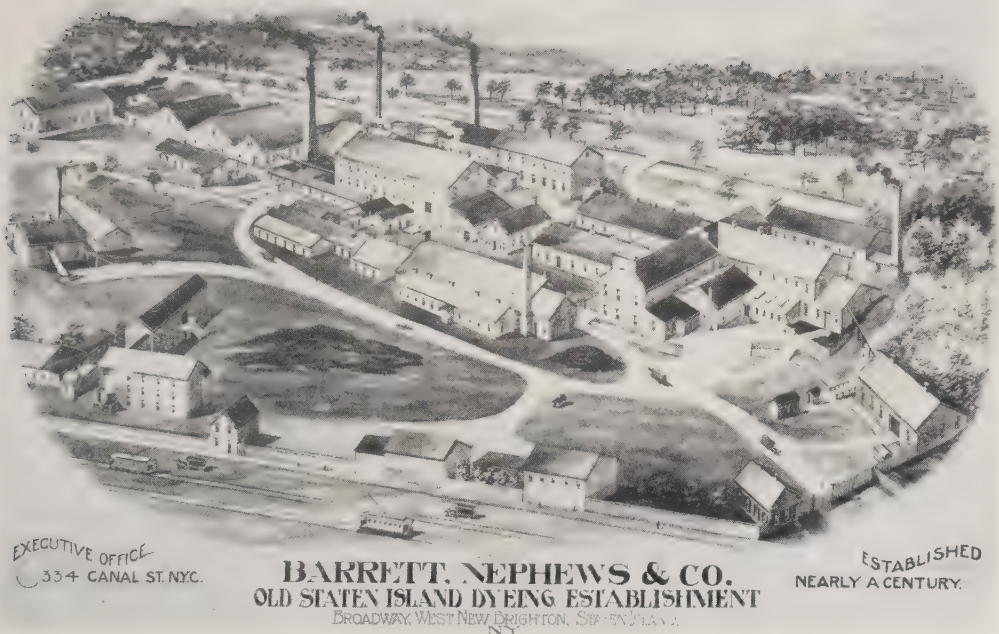
Originally occupying one small building on Van Street, the works have steadily grown until they now cover several acres on both sides of the street and some three hundred feet of water front on the Kill von Kull. A siding connecting with the Staten Island Rapid Transit Railroad affords excellent facilities for receiving and forwarding freight by rail, and wharf extensions into deep water make convenient shipments by lighters or other vessels.

The Hunt machinery for handling coal may be found not only in almost every port in the United States, but also in Great Britain, Denmark, Germany, France and other European countries, as well as other parts of the world.

The large coaling station of the United States Navy at Manila, P. I., is equipped with Hunt machinery, and similar plants have been installed at the Bremerton Navy Yard, California City Point, Guantanamo, Cuba, and at numerous other stations.

The Company now has in hand a contract with the United States Government for The Coal Unloading Towers at the Panama Canal. This contract runs pretty close to \$1,000,000.

The Hunt Storage Battery Trucks are a specialty of the Company. Eleven of these little labor savers are in use at the New York piers of the Southern Pacific Railway Co. They replace many hand trucks and are a great help in solving the problem of freight handling at the large New York piers.



Barrett, Nephews & Co.

OLD STATEN ISLAND DYEING ESTABLISHMENT

THIS is the oldest industrial establishment on the Island, and, of its kind, the oldest in America, having been organized in 1819.

It is national in character and reputation, and its plant is located at West New Brighton. The buildings stand on a plot of ground containing thirteen and one-half acres, all of which is devoted to their immense business which is by far the largest in this country and excelled only by a few in Europe.

In this plant, containing everything required for the proper handling of the business; about 500 persons are employed, and every kind and class of goods, from the most delicately constructed lace to the heaviest Wilton or velvet floor covering, is either cleaned or dyed.

The finishing of cotton goods into window shades and similar products, is no small part of their business, and is separate and distinct from their general line of business.

The Company operates thirty-eight stores—in New York, Brooklyn, Philadelphia, Baltimore and Boston—and has about 1,000 agents in the principal cities east of the Alleghenies, while their business extends to about every portion of the country.

Pioneers of the Motorboat Industry

Down in the good old shipping district of New York City, a locality where much of the maritime history of America was made, is the house of C. D. Durkee & Company. Surely no place on the continent holds more interest for the motorboat owner than does the big Durkee warehouse at 2 and 3 South Street, New York City, with its immense stocks of all kinds of "Hardware for Wet Places." Everything pertaining to the equipment of a motorboat is represented in this stock, all of the fittings necessary for a complete boat, big or little. Several months ago the warerooms suffered from a devastating fire, but things are now in better shape than they ever were, the premises having been greatly improved since the fire.

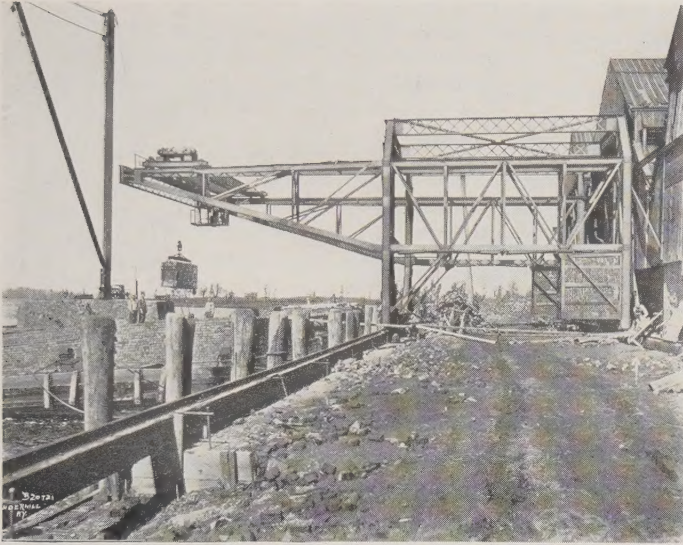
Within a stone's throw—and you needn't be a Matty or a Walter Johnson—is the ferry to Staten Island, where, at Grasmere, is situated the Durkee factory, completed two years ago, and looked upon as a model plant for the making of boat hardware and equipment. The illustration gives an idea of this factory. Since the factory was built it has been necessary to enlarge it twice. The second addition is 50x100 feet in ground area, and another, 50x125, two stories high, is nearing completion. A new brick stable and garage is also in course of construction. This plant affords every manufacturing facility, for the company operates its own iron foundry, blacksmith shop, brass foundry, machine shops, polishing and nickel-plating departments.

The house of Durkee was established before motorboats were known even, and had established a reputation for its products among members of the "wind-jammer" fraternity, and with the owners of vessels in general. When motor-boats became a reality the company brought its long experience to bear upon the new subject, and Durkee motorboat equipment quickly became synonymous with quality.



Latest Addition to the Durkee Factory

Richmond Brick Company



At the mouth of Fresh Kills Creek and extending down Staten Island Sound, with a water frontage of 1,800 feet, is the property of the Richmond Brick Company, consisting of more than 150 acres.

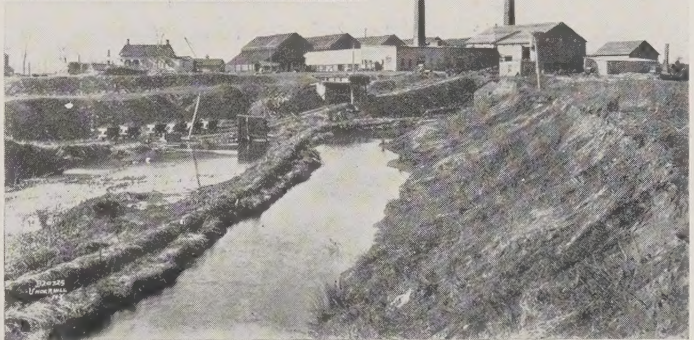
This property was bought by the Company in 1904 for \$39,000.00, and a recent appraisal showed its value to be over \$140,000.00, an increase of more than \$100,000.00 in 10 years.

The Company has a completely equipped plant for the manufacture of common hard building brick, the capacity being over thirty millions per annum.

The most modern methods are used throughout the plant. In the burning of the brick the Steadman & Robinson system of forced draft is employed, the process being the invention of Mr. C. Steadman, the Superintendent, and Mr. H. O. Robinson, the Assistant Superintendent. This system has saved the Company forty-seven per cent. of the cost of fuel used in burning in the old-fashioned way, and produces a greater percentage of marketable bricks.

The latest equipment installed is an electrically driven overhead traveling crane furnished by the Shepard Electric Crane & Hoist Company of Montour Falls, N. Y. A great economy in the loading of boats has been effected by the use of this traveling crane in connection with the overhanging gantry, which makes it possible to load in units of 1,000 bricks each. This equipment is the first of its kind employed in any brick manufacturing plant.

While most of the bricks manufactured are shipped to the other boroughs of New York City, New Jersey, Long Island and Connecticut, a large number are purchased for the buildings on Staten Island, where they are greatly appreciated because of their even color and unusually straight lines.



THE CORN EXCHANGE BANK NEW YORK

Capital, Surplus and Profits
\$10,000,000

WILLIAM A. NASH, Chairman.

WALTER E. FREW, President.

STATEN ISLAND BRANCH NEW BRIGHTON

THEODORE H. SPRATT, Manager.

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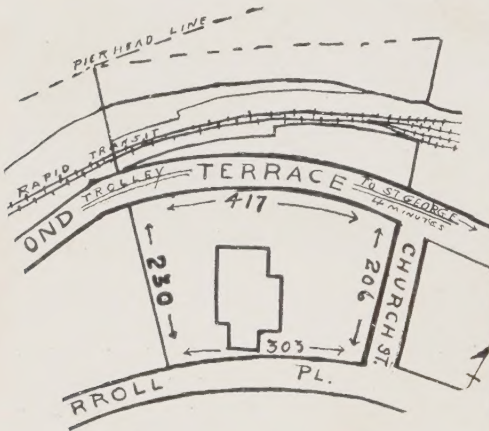
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FOR SALE OR TO RENT

This six story brick building with large grounds at New Brighton—size 75 x 125—suitable for institution, warehouse or factory. Elegant location overlooking New York Bay. A short walking distance from St. George Ferry. Good railroad facilities. Will alter to suit tenant.

CHARLES ROSENBERG

442 Broadway

Telephone Spring 4756

New York

In the early Sixties there was an effort to provide a place for the thrifty savers of Staten Island. Such men as Francis George Shaw, William Fellows, Wm. C. Anderson, M. D., Louis H. Meyer, Clarence T. Barrett with others, were the founders of the Bank which was incorporated April 6th, 1864, and known as the

STATEN ISLAND SAVINGS BANK

STAPLETON, NEW YORK

The institution has prospered under watchful and conservative management; as the following memorandum shows:

First Deposit June 8, 1867—\$100

1873	Depositors	868	Deposits	\$ 183,000.86
1883	"	2,120	"	382,880.09
1893	"	3,593	"	766,574.07
1903	"	7,735	"	2,152,646.00
1913	"	12,487	"	4,247,972.53
1914	"	13,189	"	4,679,997.30

Jan. 1, 1914. Total Assets, at par - 5,037,504.81

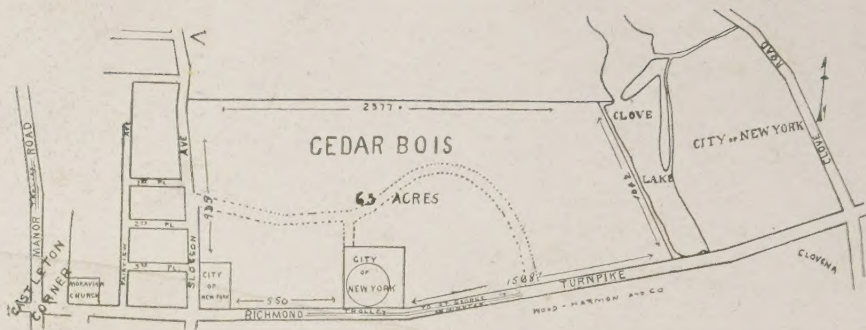
The present management favors loans on Staten Island improved property, on very conservative valuations. Applications should be made direct to the Bank, but can be made through a broker if desired. No fees or commissions charged by the Bank.

OFFICERS

EDWARD C. BRIDGMAN, President
 EDUARD C. MEURER, First Vice-President
 GEORGE S. HUMPHREY, Second Vice-President
 H. C. HAGEDORN, Cashier
 GEO. C. HALL, Assistant Cashier
 F. C. TOWNSEND, C. P. A. Auditor

TRUSTEES

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EDWARD C. BRIDGMAN	GEORGE S. HUMPHREY	WILLY SONNTAG
CHARLES A. BRUNS	WILLIAM L. VOORHIS	FEDOR SCHMIDT
JOHN CARMICHEL	CHARLES KAPPES	FRED'K SEEMANN
WM. HUDSON CLARK	OTTO LINDEMANN	J. EDWARD STAKE
CARL F. GRIESHABER	EDUARD C. MEURER	OTTO J. THOMEN
EDMUND L. JUDSON	ERNEST R. MOODY	ERNST WEHNCKE



The owner of the above property, instead of offering it for sale in the usual manner, is willing to agree upon the price now and to sell an option, good for ten years, involving no cash payments, except INTEREST, TAXES and ASSESSMENTS. This is how the owner states his proposition:

- IF you think Staten Island will some day be a great City,
- IF you think a tunnel will some day be built under the Narrows,
- IF you think land on Staten Island is bound to advance in value,
- IF you think the Richmond Turnpike is one of the main arteries of Staten Island,
- IF you think the millions of dollars now being spent by the City to bring the Catskill water to the Silver Lake reservoir (which is within a mile of this property) will greatly advance the value of this and other lands on the Richmond Turnpike, and that you will not be assessed for this reservoir,

If you believe these things, then go down and look at the property. You will find that you can go across the Bay on the finest ferryboats in the country in 25 minutes. You will find a trolley car meeting every boat, that will take you in 15 minutes to the property. You will find about 25 acres all cleared land, and about 38 acres wooded. Examine records, and you will find all taxes paid up to date, and that there is no mortgage or any encumbrance on the property. Then, if you like the property, and the price is satisfactory, consult your own lawyer, and let a contract be drawn, containing these conditions stipulated by the owner:

First: You are to pay 5 per cent. yearly in advance, beginning at signing of contract, as interest on option.

Second: You are to pay all taxes when due.

Third: You are to pay assessments, if any, when levied.

Your own lawyer can draw up the conditions necessary for your protection, as may be agreed upon, having in mind the general principle that the price is fixed and that you can demand title any time within ten years, but if you default in your payments of interest, taxes and assessments, the contract becomes void, and you lose all you have paid. It is not pleasant to think about loss, but compare this plan with an ordinary purchase, and you will find that if things go right your profit is exactly the same under both plans.

If things go wrong, your loss is limited and you can tell exactly the limit of any possible loss at any time during the ten years; viz., the total paid for interest, taxes and assessments.

Find out what assessments are likely to be levied. Remember if you want to cancel contract, refuse to pay assessment, or tax, or interest. You only lose WHAT YOU HAVE PAID, not what you ought to pay, but don't.

The owner has in his possession policy No. 148957 of the Lawyers Title Insurance & Trust Company for \$90,000, insuring him his title to this property. You can have your title insured with the same company.

Options for not less than ten acres will be considered.

For further particulars apply to

CORNELIUS G. KOLFF, Agent,
45 Broadway, New York City.